

Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL & SINGAPORE.

THE Company's S.S. *Pingree* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the OFFICE of the Undersigned before Noon on the 22nd Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Inst. at 3 p.m.

No Extra Charge will be effected for any Goods remaining in the Godowns after the 22nd Inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to-day.

Bills of Lading will be countersigned by ARTHUR, KARBERG & CO., Agents.

Hongkong, December 16, 1893. 2156

STEAMSHIP NATAL.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNNEES of Cargo from London & Havre or Steamships *Tigre* & *Gazelle*, and from Bordes, ex Steamships *Ville de Marseille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored in their risk in the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless Intimation is received from the Consignees before 2 p.m. To-day (Thursday), the 14th Inst.; requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 21st Inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent to the Undersigned, the 21st Inst., or before THURSDAY, the 21st Inst., or they will not be recognized.

All Damaged Packages will be examined on THURSDAY, the 21st Inst., at 3 p.m. No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.

Hongkong, December 14, 1893. 2141

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutson* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered free alongside.

Charge will be for the discharge and remaining on board after 1 p.m. of the 16th Inst., will be landed at *Calcutta*'s risk and expense in Godowns at East Point.

No Extra Charge will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, December 15, 1893. 2150

FROM HAMBURG, PENANG AND SINGAPORE.

THE Shipowner *Pirok*, Capt. L. MADSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and the Goods remaining in the Godowns after the 24th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Inst., at 4 p.m. No Fire Insurance has been effected.

STIMMSEN & CO., Agents.

Hongkong, December 15, 1893. 2164

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

BANGALORE, British ship, Capt. R. D. Congdon—Shaw & Co.

CLARA JACKSON, British schooner, Capt. Charles Butchart—Gibb, Livingston & Co. LOTHAIR, Italian barque, Captain J. B. Caffano—D. Musso.

MACMILLAN, British ship, Captain Robert Guthrie—Government.

MARIA BIRK, British barque, Capt. Thos. Astin—Master.

SACHEM, American ship, Captain J. C. Bailett—Jardine, Matheson & Co.

W.M. J. RORKE, American ship, Capt. J. Lancaster—McMahon & Co.

SANTAL-MIDY.

—The presence of Santal obtained by Midy process from the best Myro wood.

SANTAL-MIDY entirely different from the Santal of the Bazaar, is superior to Copalina, Cubeb, or injections, and free from all bad smells or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which is in black letters, with a red label, which none are genuine.

SANTAL-MIDY leaves of Santal—Imitations. All other Capsules or mixtures contain impurities, resin, oils, etc., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 3.

For Sale by A. WATSON & CO., Chemists.

2079

Intimations.

THE JAPAN WATCH COMPANY, LIMITED.

REGISTERED IN HONGKONG AS A LIMITED LIABILITY COMPANY.

CAPITAL \$1,000,000, DIVIDED INTO 40,000 SHARES OF \$25 EACH.

TERMS for Subscription of Shares: \$5 per Share on Application; \$10 per Share on Allocation; \$10 per Share on or about 31st Jan., 1894.

DIRECTORS.

EDWARD WHITFALL, A. H. BUTLER, J. D. HANBURY, HENRY CHARLES LITCHFIELD, P. H. WHEELER.

Superintendent, HENRY CHARLES LITCHFIELD.

BANKERS, THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Legal Adviser, HENRY CHARLES LITCHFIELD.

OFFICES, HONGKONG AND YOKOHAMA.

THE object of the Company is to form and maintain a factory in Yokohama for the Manufacture of Watches of all kinds and descriptions.

For this purpose it is proposed to purchase a site within the limits of the Foreign Settlement of Yokohama and thereon to erect the factory.

The founders of the Company are possessed of a plant of machinery complete in every particular, of the newest design and the finest workmanship and adapted for the making of all implements used in the watch trade as well as the making of watches. It is well known that machinery has effected a complete revolution in the watch trade and it is confidently expected that by availing itself of the comparatively cheap labour of this country this Company will be able to supply the trade in all parts of the world with an article which for excellence of workmanship and cheapness of price will defy competition.

Mr. P. H. Wheeler, the Superintendent of the Company, has been for many years engaged in developing watch-making machinery, and the testimonials from his former employers testify to his business ability, skill and integrity. The machinery of which the founders are possessed has been perfected under his superintendence and a considerable part thereof is of his invention.

Besides the Machinery the founders are possessed of ten thousand watches in various stages of completion which are the out-turn of the said Machinery; and material on hand sufficient to turn out about twenty-five thousand more. It will thus be seen that it is not an untried plant which the founders have acquired, but one which has already given proofs of its excellence.

It was only the advantage of obtaining a cheaper labour market than can be found in the United States that has induced them to work the business in Japan.

It is an established fact that the principal factories in the United States in seven years paid 300 per cent. dividend on a capital of Six Million Dollars; and that what was done on a wage basis of \$150 (gold) per operative, the factories employing six thousand and bands. If the difference in the rate of labour in this country is taken into consideration the operations of the Company will be assured to realise to the full the expectations of the founders. The profits of watch-making are based entirely on the price of labour.

It is not in the labour market only that an advantage will be obtained. Coal and other materials can be purchased in this country at a lower rate than in the United States. And besides all these advantages, which are great, there is one of still greater importance, the knowledge to be obtained of the requirements of the local trade, of the trade for China, and of 'The Straits' and India. The Company will be capable of supplying a watch of the best workmanship to the population of these large and important countries at a price far below any watch of like character that has ever been offered to these markets.

Taking into consideration these advantages the founders confidently expect to pay a dividend of at least 10 per cent. per annum on the first two years' work, and thereafter dividends at a much higher rate.

The Company has been registered in Hongkong as a Limited Company.

The founders take and acquire 30,000 shares of the stock of the Company in payment for the machinery, plant and stock and their labour and experience in preparing and procuring the machinery and stock.

Ten thousand shares of twenty-five yen each are offered for subscription.

The memorandum and articles of association of the Company may be inspected at the office of the Company, No. 10 Bund, Yokohama.

Applications for shares should be made in forms annexed to the Prospectus and should be forwarded to the Hongkong and Shanghai Banking Corporation accompanied by a remittance for the amount of the deposit.

Forms of Application for Shares will be sent free to any person by addressing the HEAD OFFICE, 10 Bund, YOKOHAMA.

Yokohama, Japan, 13th October, 1893.

Entertainments.

THE IMPERIAL CHING LING FOX TROUPE OR CONJURERS AND ACROBATS.

WONDROUS MYSTERY.

The above IMPERIAL TROUPE of WONDER-WORKERS have been especially brought from Peking, and will Perform in ST. ANDREW'S HALL,

TO-NIGHT AND TO-MORROW,

the 29th and 30th Instant.

Seats may now be booked at Messrs. KEVY & WALSH, LTD.

WM. FARMER, Manager.

Hongkong, December 20, 1893. 2175

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We call attention to an advertisement in the manager of the Kowloon Hotel. The Hotel will be removed to its new quarters at the old Kowloon Club on 1st January next. There will be limited accommodation for boarders.

Borrows Captain Hastings at the Magistracy this morning Chang Bing, sailor, was convicted of burglariously entering the house of a Chinese shopkeeper at Fuk Tuanheung last night and stealing a large quantity of articles. The prisoner was sent to goal for three months.

The Sanitary Board will meet to-morrow afternoon. The following is the agenda:—Colonial Secretary's letter regarding flushing drains with seawater. Mortality Returns for weeks ended the 9th and 16th December, 1893. Correspondence respecting 4 cases of small-pox removed from the a.s. *Globe* to the *Hygeia* on the 6th December, 1893. Correspondence respecting the disinfection of the a.s. *Glenary* where a case of small-pox occurred. List of prosecutions instituted by the Acting Sanitary Superintendent for the month of November. Petition from Shark Fins dealers.

We have to acknowledge receipt of the following remanders of the approach of 1894:—From Messrs Turner & Co., agents for the Northern Assurance Co., a wall calendar and a pair of book marks; from Messrs Douglas Lapraik & Co., agents for the Phoenix Fire Office, a wall calendar and a diary; from the same firm as agents for the Liverpool, London and Globe Insurance Co., a wall calendar; from Messrs Norton & Co., agents for the Queen Insurance Co., a wall calendar; from Messrs Gibb, Livingston & Co., agents for the Imperial Insurance Co., a wall calendar; from Mr Macbean, agent for the Straits Insurance Companies, a series of artistic wall calendars; from Messrs Dowdell, Carill & Co., agents for the Standard Life Assurance Co., a desk diary and a pocket diary; from Messrs Siemens & Co., agents for the Sun Insurance Office, a wall calendar; from Messrs Shaw & Co., agents for the North British and Mercantile Insurance Co., a desk calendar; from Messrs Cramich & Co., a desk calendar; from Messrs A. S. Watson & Co., an artistic wall calendar and a pocket calendar.

Last night a somewhat exciting incident occurred at Apiaha. Two hawkers quarrelled, and one of them drew a knife and stabbed the other in the left forearm, dealt him an ugly blow on the head with a carrying pole, and, with the aid of his father, otherwise maltreated the poor fellow so that he became insensible. The affair took place about half-past ten o'clock. Some time after, the mator was reported to Inspector Butlin at Aberdeen Police Station. The Inspector turned out with a party of police, and, with the assistance of the excise officers on Apiaha, made a search of the island for the two assailants. The older man was easily captured by an Indian constable, but his son gave more trouble. He was eventually discovered in the ruins of an old hut at the West end of the island, but was able to evade arrest. He was subsequently run to earth—if the phrase is allowable, for he was found concealed behind a rock on the seashore standing in the water up to the shoulders. He was arrested by Constable Leonard, and taken to Aberdeen Police Station. The case came before Captain Hastings at the Magistracy this morning, but was adjourned on account of the complainant's being in Hospital and too ill to attend at the Magistracy.

The sugar crop of Queensland for the present season will exceed 80,000 tons, and the capacity of the crushing mills is taxed to the utmost.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

The second half-yearly meeting of the members of this Association was held last night in the Association Rooms, Praya Central. There was a small attendance. Captain A. Tillet, President, occupied the chair.

THE TREASURERSHIP.

Captain Harris, Treasurer, read a statement of accounts, from which it was shown that the expense averaged about \$244 per month. All the liabilities outstanding when he took over office, amounting to nearly \$1,000, had been wiped off, and although the credit balance in Bank was reduced from \$515 to \$158 there were absolutely no liabilities to be met except for current expenses, and the cash in hand would meet these. He tendered his resignation.

A vote of thanks was accorded to the retiring Treasurer, and Captain Hall, of the steamer *Formosa*, was appointed his successor.

ADDRESS BY THE PRESIDENT.

Capt. Tillet congratulated the Association on having reached a sound financial basis, and proceeded to speak of one or two matters of interest to marine officers and seafarers. A bill, he said, had been introduced into the House of Commons with regard to aliens on British ships. It had already passed the second reading, and he thought every British officer would be pleased to learn that there was every probability of the Bill becoming law and thus exclude aliens from holding positions of

responsibility on British ships (applause). In his opinion such a measure ought to have been passed twenty years ago. He had always been a strong opponent to the employment of aliens on British ships, and he was glad that there was now every probability of their being excluded in the near future (cheer, cheer). It was not that he had any animosity against foreigners, but, as the saying is, "They don't like them"; he liked his own country better. So far so good. There was another point that had occupied a good deal of attention during the last year. As they were aware, Dr Dobcock gave some lectures on typhoons—(A voice, "He is a—", laughter and applause). They might also be aware that the Chamber of Commerce approached the Government to see whether any improvement could be made in the way of publishing meteorological information and storm warnings in general for the benefit of the shipping community. A Commission was appointed by the Government to go into the subject, and Dr Dobcock was appointed to be a member of the Commission. But a mistake was made in appointing Dr Dobcock as the chairman of the Commission. It made the meetings rather awkward to say the least of it, and on account of the attitude Dr Dobcock took up the members were obliged to resign their positions on the Commission. That step was taken because the members saw they could do no good as the Commission was then constituted. It would have been a waste of time to go on as they were doing at the first meetings. But the matter was not quite finished. Through the Commission was dissolved, the members had been retained, and the Commission under which the desired information might be disseminated. Their work, however, had been rendered the more difficult by the failure of the Commission to come to any beneficial finding, and as the members were busily engaged in their ordinary duties they had not been able to devote so much time to the subject as they would have liked. He hoped that as in a week or so they would be able to have a meeting to see what could be done. For his own part, he intended doing his best honestly and straightforwardly to aid in improving the present method of issuing meteorological information, and make it available not only for seamen, but for shipowners and insurance people generally (applause). As they were aware the Captain spoke in these rooms in expressing the opinion that there was room for a good deal of improvement, and he believed it was principally on account of what he then said that this Commission was called into existence. Captain Tillet next referred to a series of papers read to the London Association by Captain Blackmore on the subject of better education in the mercantile marine. He did not agree with all Captain Blackmore said, but it was one of the signs of the times that great stress was laid on this subject nowadays. They would all agree with him that something should be done in this direction (cheer, cheer). But he had seen very many instances where a shipowner did not take the trouble to find a man of the right calibre to fit up his ship. He had believed that there was more room for a good deal of improvement, and he believed it was principally on account of what he then said that this Commission was called into existence.

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The STORY OF THE WRECK OF THE *NORMANDY*.

A TERRIBLE EXPERIENCE.

In the Singapore Free Press of the 11th inst. we find the following graphic account of the wreck of the *Normandy*:—

By the Netherlands Indies Government steamer *Indragiri* last evening there arrived Mr. Seval, formerly Mr. Harold Seval, survivor from the wreck of the ill-fated *Normandy*. Mr. Seval, formerly United States Consul at Siam, held office during the whole of the troublous troubles there, resigned his post, and the command of his residence, and is now on the world's high seas. He spoke in these rooms this morning, to express the opinion that there was room for a good deal of improvement, and he believed it was principally on account of what he then said that this Commission was called into existence.

At the first meeting that took place around the port side, and my wife that she should not be overturned. Having landed on the port side before we were riding about six very heavy breakers. The third engineer also states that having come off about twenty yards from the shore, I sounded with my gun and found we were in comparatively smooth water, only about twenty yards from the shore. I sounded with my gun and found we were in comparatively smooth water, and that I could touch the bottom. We pulled easily to the beach, drew the boat alongside and stepped ashore. We then had something to eat for the first time, and took off some of our wet clothes, and went forward where I met the Captain coming to his room on the after deck, and heard him tell his wife in Dutch that the ship was aground. He then told me the same, and said that he had no idea of his position; and that the last position he had obtained was Victory Island. He told me that afterwards in the course of the night he further stated that we could do nothing; that we would stay by the ship until morning and then leave. I went forward and found breakers on both sides of us and land, or what appeared to be land, behind the breakers. The engine was reversed full speed, but the effect was to make the ship violently roll end over end. The boats on the starboard and port quarters afar were then swung out, and the ropes seemed to work with difficulty; and there was no assignment to these boats of men, the captain and mate seeming to pick their men wherever they could find. Both the captain and mate seemed to do their work very well. The boats were swung out and left there ready for lowering. Stores were then brought up on deck, and everything made ready for provisioning the boats. By this time the sea was beating heavily on the starboard quarter, shaking the ship. I thought that the water was great, but the mate said that the ship would capsize in due course if they wished to stand by the ship; that they should put the women into the boats so that they at all events would be safe in case of the ship capsizing. But they seemed to think that it was best to stand by the ship, and said that there was no water yet in the ship; that they were aground forward, and that there was a little water to spars under the stern. What caused the captain to abandon the ship when he told me that I could not say, but think it must have been through the force of the sea. The Captain's wife was at this time calm, at others she broke down with emotion. We found by talking with the natives and some Chinese who appeared to be shipwrecked, that Rhiu was the nearest, place with any inhabitants, and they also informed us that the English Consul had already started for Rhiu to inform him of the authorities there of the wreck. The same afternoon we were told that the Rajah lived near and would receive us at his house, and we decided to take the Captain's wife and my own wife there. After we had gone through the woods a long distance on foot we found that it was a mistake and painfully retraced our steps to the houses where first we had been received. We had been given some clothes for the women, and they gave us a room as a sleeping room for the women. The Captain's wife was at this time calm, at others she broke down with emotion. We found by talking with the natives and some Chinese who appeared to be shipwrecked, that Rhiu was the nearest, place with any inhabitants, and they also informed us that the English Consul had already started for Rhiu to inform him of the authorities there of the wreck. The same afternoon we were told that the Rajah lived near and would receive us at his house, and we decided to take the Captain's wife and my own wife there. 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Mails.

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U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

STEAM FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, AFRICA, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON,
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain
O. GADD, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, TO-MORROW, the 21st
December, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the
S.S. BALKARAT, which Vessel takes
on her Cargo for LONDON, and SUEZ
CANAL, leaving that port on the 13th
JANUARY, 1894.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

F. & O. S. N. Co.'s Office,
Hongkong, December 20, 1893. 2006

NOTICE.

COMPAGNIE DES MESSAGERIES
MARTIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, HATAVIA,
COLOMBO, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLE, LONDON,
HAVRE AND BORDEAUX:

Also

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 27th December,
1893, at Noon, the Company's
Steamship SALAZIER, Commandant PATI,
with MAIRS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 26th December, 1893. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, December 13, 1893. 2135

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,

NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIQUE PORTS:

Also

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S SHIPS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 8th day of January,
1894, at 3 p.m. the Company's
S.S. SAHSEN, Captain H. SUPPER,
with MAIRS, PASSENGERS, SPECIE
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
noon, on SATURDAY, the 6th January,
Cargo and Specie will be received on
board until Noon on MONDAY, the 8th
Jan., and Parcels will be received at the
Agency's Office, until Noon on SUNDAY,
the 7th Jan. Content of packages are
required. No Parcels. Receipts will be
signed at less than \$2.00. Parcels should
not exceed Two Fed Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to

MILCHERS & CO.,
Agents.

Hongkong, December 18, 1893. 2166

FOR SALE.

CHINESE SCHOOL-BOOKS.
S. M. T. S. K. I. N. T. S. Z. M. A. N.,
LITERALLY TRANSLATED AND EXPLAINED
BY

DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.
CHINA MAIL OFFICE,
Hongkong, May 17, 1893. 905

Mails.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 27, at 1 p.m.

Pen (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Jan. 13, 1894, at daylight.

Gulf of Iro (via Nagasaki, Kobe, Inland Sea and Yokohama) ... THURSDAY, Feb. 1, 1894, at daylight.

THE Steamship ROSETTA, Captain
O. GADD, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, TO-MORROW, the 21st
December, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the
S.S. BALKARAT, which Vessel takes
on her Cargo for LONDON, and SUEZ
CANAL, leaving that port on the 13th
JANUARY, 1894.)

Passenger Invoices of Goods for United
States should be in quadruplicate; and one copy must be sent forward by the
SENIOR to the care of THE Freight Agent
Northern Pacific Railway, Tacoma, Wash.
Parcels must be sent to our Office, with
address marked in full by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, December 13, 1893. 2133

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Moed. Tuesday, Jan. 2/94.

Victoria. Tuesday, Jan. 23/94.

Thomson. Tuesday, Feb. 27/94.

Moed. Tuesday, Mar. 20/94.

Victoria. Thursday, April 10/94.

THE Steamship MOGUL, Captain GOLD-
ING, sailing at Noon on TUESDAY,
the 2nd January, will proceed to
VICTORIA, B.C., and TACOMA via
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Ports.

Passenger Invoices of Goods for United
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SENIOR to the care of THE Freight Agent
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Hongkong, December 13, 1893. 2133

Intimations.

"KEATING'S LOZENGES."

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"A SMALL FACTORY" KREITING'S
COUGH LOZENGE. As throughout
the world, every country that can be
named has its own brand of lozenges.
There is absolutely no remedy that is
specially for a particular country, so
certain are the lozenges to be taken.

"A TERRIBLE COUGH."

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